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STAT

THE BUDAPEST RAPID TRANSIT SYSTEM

The figures of the accompanying table show that Budapest's average transportation requirements have reached the stage at which other big cities felt obliged to expand their rapid transit networks. [See Encl. 1.]

Ideal network expansion relieves traffic congestion in business sectors and links together those parts of the city to which the main and suburban lines bring most passengers from outlying districts.

The first map [not here reproduced] shows the number of passengers carried by main and suburban lines in 1932; it also gives the 1947 passenger count for suburban lines. The second map [not here reproduced] shows the number of passengers carried by the Bszkrt, (Budapest Transit System), in 1930 and 1940, making it possible to determine on which lines traffic was heaviest.

In planning a rapid transit network, it is necessary to have a general knowledge of the distance travelled and the destination of most passengers as well as the actual passenger count. With this in view, the Bszkrt prepared a passenger survey on 12 May 1948: an information blank was filled out for each passenger; the city was zoned so that when the results are classified, they will also show how much traffic there was in the various zones and in different parts of the same zone at a given period. The results should be a valuable guide in planning the rapid transit network.

According to the information now available, the subcommittee of the Committee for Planning Greater Budapest's Communication System has proposed building the rapid transit lines shown on the map [see Encl. 2] as follows:

The first line goes from Cinkota to Szell Kalman ter (place) via Matyas fold and Sashalom. It runs above ground, straight down Kerepesi ut (road), using the tracks of the HEV (Metropolitan Suburban Railroad)

as far as Dozsa Gyorgy ut, where it makes a turn and goes under Thokoly ut. It follows the Thokoly ut, Rakoczi ut, Kossuth Lajos utca (street) line underground, passes beneath Dobrentei ter under the Danube line, and arrives at Szell Kalman ter after stopping at Deli palyaudvar (South station).

The second line starts at the Rakospalota-Ujpest station, crosses the most densely populated sections of Ujpest (the exact route will be decided later), and extends along Beke utca in Budapest. Most of this part of the line could be built by laying separate, surface tracks. Beginning at Hungaria korut (avenue), the line goes underground, proceeding beneath Lehel utca, Vaci ut, Bajcsi Zsilinsky ut, Somogyi Bela ut, Museum korut, to Kalvin ter.

At Kalvin ter the line branches: one branch follows Ulloi ut underground to Ferenc korut, turns beneath Ferenc korut, touches Boraros ter, and emerges by the Danube. There it crosses the Dunaparti palyaudvar, (Danube station), and uses the tracks of the suburban railroad to Soroksar via Pestszenterszebet. A branch at Pestszenterzsebet extends to Csepel-Kiralyerdo.

The other Kalvin ter branch continues under Tolbuchin korut, through the Danube tube, beneath Bartok Bela ut. Here it comes to the surface, runs parallel to the MAV (Hungarian State Railroad) railbed past Kelenfold station and on to Budafok; at Budafok the line switches to the HEV tracks leading to Nagyteteny station, the terminal.

The third line starts at Szell Kalman ter, runs the length of Martirok ut, goes under Bem Jozsef utca, and passes through the Danube tube to continue under Klotild utca. Still underground, it crosses Marx ter, passes Terez, Erzsebet, and Jozsef korutak(avenues), turns under Ulloi ut to reach Nagyvarad ter. The remainder of the line is on the surface and runs along the right side of Ulloi ut past the city limits of Budapest proper to Kispest. From here, the line follows Szent Imre herceg ut an

an open rail bed which crosses Pestszentlorinc and winds into the MAV Pestszentlorinc station.

These lines serve the transportation needs of greater Budapest and take care of the heavier traffic within the city by providing extra runs. The forgoing network is supplemented by:

A fourth line going from Rakospalota to the Petofi ter transfer station which extends it by providing connections to other lines. This line leaves Pestujhely on the Erzsebet Kiralyne ut leading to the Varosliget (City Park), and passes beneath Andrassy ut to Petofi ter via the rebuilt Ferenc-Jozsef subway.

A fifth line which follows the HEV route from Bekasmegyer for the most part. It is being built largely on the surface, and extends to Palffy ter which will serve as a transfer station to the no 3 line.

In expanding the network in the forgoing manner, the subcommittee reasoned as follows:

The section of the Cinkota suburban railroad between Cinkota and the Cegled mainline crossing can easily be converted into a rapid transit line. The downtown approach must be rerouted to the Dozsa Gyorgy ut where the train would go underground before reaching Thokoly ut. The committee advised an underground route from the Thokoly-Dozsa Gyorgy crossing, because traffic and building congestion from there on make a surface line unfeasible.

The Thokoly, Rakoczi ut and Kossuth Lajos utca street car lines should be discontinued to make room for motor vehicle traffic. A separate, surface track could be laid for the rapid transit, beginning at Dobrentei ter.

In planning the second line, the subcommittee considered the fact that it would be desirable for buses and the rapid transit to use practically the same route in Ujpest. The downtown-area route will be

planned in greater detail later. The rapid transit will enter Budapest on Beke utca. It will go underground at Hungaria korut, because of congestion on Lehel and Vaci utca, Bajcsi Zsilinszky and Somogy Bela ut, and Kalvin and Boraros ter. There, the tracks will branch and continue on the surface. The proposed branch will connect the southwestern sections of greater Budapest: Lagymanyos, Kelenfold and Kelenfold palyaudvar(station), Albertfalva, Budafok, Budateteny, and Nagyteteny. The line will run underground from the Kalvin ter branch to the MAV junction.

The committee rejected the idea of including Kelenfold in the route of line one, because important connections between Kalvin ter and Delbuda, Delpest would have had to be omitted, and construction of a Dobrentei ter branch involved too many technical difficulties.

Tentative plans to have the third line stop directly on the Margitsziget were abandoned because of the wells on the lower Margitsziget and at Lukacsfurdo. The committee favored extending the Ulloi ut line rather than the Nagykorut line at the Nagykorut-Ulloi ut transfer junction, since the former plan permits a more systematic completion of line three. The question of having lines 2 and 3 cross the Ulloi ut-Ference korut intersection at different levels rather than routing them past it on a curve will be decided on the basis of subsequent statistics.

The Ference-Jozsef tube on line 4 should be rebuilt for the sake of standardizing rapid transit installations, even though line 4 serves a smaller area than the other lines. In the meantime, congestion can be relieved by additional coaches. This line can be extended at street level beyond Dozsa Gyorgy ut.

The fifth line can be constructed on the present railbed of the Szentendre suburban line. Later it will be transferred to the cut leading to Csaszar and Lukacs furdo.

In planning these routes, the committee counted on the steady increase of vehicular traffic, and recommends the discontinuation of street car lines in congested downtown areas.

The proposed, rapid-transit network will be 97 kilometers long. Twenty-eight kilometers will be built on the surface; 69 kilometers, underground.

Since it will be financially impossible to construct the entire network simultaneously, the committee feels that lines 1 and 2 should be completed first, together with the rebuilding of their suburban extensions. To accomplish this, a 4-kilometer stretch of track will have to be laid from Dozsa Gyorgy ut to Dobrentei ter; a 4-kilometer, underground track must be built from Nyugati palyaudvar to the Dunaparti palyaudvar; and 25 kilometers of the Cinkota, I.e. Rackeve, suburban line will have to be reconstructed.

The committee estimates that completion of the first part of the transit program alone would bring 50 percent of greater Budapest's 1,700,000 population within 10 minutes' walking distance of transit service. The entire network will serve 75 percent of greater Budapest's population, excluding only residents of the outlying sectors of Pestszentlorinc and the Buda Hills. These latter will also benefit in the long run, because suburban trains and bus lines must be routed in a way that will facilitate commuting.

The Committee for Creating the Communication System of Greater Budapest accepted the subcommittee's plan on 22 June 1948.

Encl. 1, Table showing metropolitan transportation requirements.

Encl. 2, Map of the proposed Budapest rapid transit system.

Encl 1

Average Metropolitan transportation Requirements

City	Year	Population in thousands	Yearly trips in millions	Street cars	Buses and Trolley buses (in percentage)	Rapid Transit	Regular Trains	Average Transportation requirement, i.e. no. trips per year per resident
Moscow	1926	1.600	446					279
	1933	3,663	1,700					465
	1945					CCA 610(1) million		
London	1929	7,920	4,047	26.6	47.2	26.2		511
	1938	8,400	4,318	16.0	59.0	11.0	14.0	515
	1947	9,500(3)	4,318	16.4	56.2	13.4	14.0	411
Paris	1930	4,800	1,933	54		46.0		401
	1938	5,000	2,060		51.0	37.0	12.0	412
Vienna	1931	1,830	688	81.6	4.5	13.9		376
	1937	1,900	696	97.0(2)	3.0			366
Budapest	1930	1,006	306	90.0	9.0	1.0		304
	1938	1,114	349	88.0	12.0			313
	1947	1,073	457	95.4	4.6			426
Stockholm	1930	440	140	78.0	22.0			318
	1933	500	234	62.0	32.0		6	468
	1943	624						

(1) The rapid transit line built 1932-44 was 40.4 km long and carried 1,700,000 passengers a day

(2) Includes rapid transit

(3) Population of transportation area